

# OFFICIAL FILE

I.C.C. DOCKET NO. 704-0075

Group Exhibli No. \_\_\_\_\_

Witness \_\_\_\_\_

Date 4/28/05 Reporter DA m





# Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies  
US Route 14 at Algonquin Road  
McHenry County

RECEIVED

APR 5 2002

CLERK OF COURTS

April 2, 2002

Mr. Art Osten, Jr.  
Administrator  
Village of Fox River Grove  
305 Illinois Street  
Fox River Grove, IL 60021

Dear Mr. Osten:

Thank you for your letter of March 4, 2002 concerning the CMAQ funded improvement at the intersection of US Route 14 and Algonquin Road. We do recognize and agree with the potential safety benefits provided by the proposed eastbound right turn lane at this location. Based on the information provided thus far, there appear to be design modifications that can and should be made, both within existing right-of-way (ROW) and without causing reconstruction of the railroad crossing, in order to optimize the safety benefit.

In reference to the attached exhibit(s), adding the eastbound right turn lane without associated improvements to the corner radius, actually forces a truck or bus further into the northbound left turn lane, or possibly the northbound through lane on Algonquin Road. This could result in a bus or truck getting "stuck" at this location if vehicles are queued in the left turn lane on Algonquin, and may cause a bus or truck that enters the right turn lane to unexpectedly swing back out into the through lane on US Route 14 to complete the turn, presenting a new potential safety concern. This is a particular concern at this location since as you note in your letter, trucks are present on Algonquin Road because of the two businesses just south of the intersection, which caused us to initially stipulate the WB-55 design vehicle. Given the available existing ROW at this location (highlighted), it appears this can be offset with an increased radius as shown, tying into the existing railroad crossing. Note that the attached plan submitted for our review shows a bus (B-40 indicated via skip-dash) turning path that is inexplicably much smaller than the B-40 turning templates available to us, as marked in blue and red on the plan. We feel it is prudent to include the increased turning radius given the above circumstances. The Department would not object to the B-40 design vehicle provided the design eliminates or minimizes turning path encroachment into the opposing lanes along Algonquin Road.

IDOT LETTER  
EXHIBIT 15a.  
SHEET 1 OF 2

Mr. Art Osten  
April 2, 2002  
Page Two

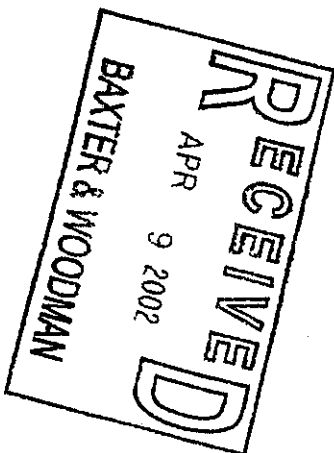
If you have any questions or need additional information, please contact me or Michael J. Matkovic, Project and Environmental Studies Section Chief, at (847) 705-4120.

Very truly yours,

John P. Kos, P.E.  
District Engineer

By: *Diane O'Keefe*  
Diane O'Keefe, P.E.  
Engineer of Program Development

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IDOT LETTER  
EXHIBIT 15a.  
SHEET 2 OF 2

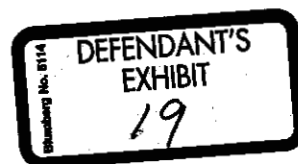
# OFFICIAL FILE

I.C.C. DOCKET NO. 104-0075

Group Exhibit No. \_\_\_\_\_

Witness \_\_\_\_\_

Date 4/28/65 Reporter Dpr



Chicago and North Western  
Transportation Company



CHICAGO - September 21, 1995  
FILE: 580.5

500 West Madison Street  
Chicago, Illinois 60606  
312.633.4410  
Fax 312.633.4439

Greg G. Larson  
Assistant Vice President -  
Commuter Operations

Transwood Inc.  
2565 St. Mary's Ave.  
Omaha, NE 68105

In order to reduce the number of traffic accidents which occur at railroad crossings, our Company is engaged in an extensive program which includes the encouragement of our employees to report any "close calls" at grade crossings.

One of our employees reported that on September 15, 1995 at about 6:15 AM, a petroleum tanker truck attempted to run around downed crossing gates at Algonquin Road in Fox River Grove, Illinois. This truck was northbound on Algonquin Road, turning left onto Highway 14, and bore Nebraska license P-28909. Our information indicates the vehicle is registered in your name.

While all the details may not have been furnished to us, in the opinion of the employees and everyone else concerned, the incident was a potential accident, and in line with our program, we ask that the driver of this vehicle at the time exercise more caution in the future.

Very truly yours,

A handwritten signature in dark ink, appearing to read "G. G. Larson", written over a horizontal line.

G. G. Larson  
Assistant Vice President  
Commuter Operations

ks

cc: D. R. Hahne  
J. C. Malcom  
W. B. Rowe, Jr.  
P. Corcoran

UP

1130



Not 615AM 9/15

Argonne Road - Fox River Grove

Petroleum tanker truck

Attempted to run around gates

Put tank into Emergency

Northbound truck turnoff left  
onto Hwy 14

Transwood trucking  
Nebraska P-28909

Near Miss

Kay

Registers to

Transwood Inc

2565 St. Marys Ave  
Omaha, NB 68105

1994 FRHT  
Unit # 8076

UP

1131

Reporter

Exhibit No.

DOCKET NO. 104-6075

OFFICIAL FILE

TD4-0075

Respondents #20

VCR TAPE

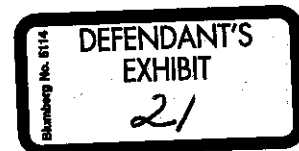
SEE FORMAL FILE

**OFFICIAL FILE**

I.C.C. DOCKET NO 704-0075  
Group Exhibit No. 21

Witness /

Date 4/28/05 Reporter DSM







## Safety Engineering Associates, Inc.

2798 South Fish Hatchery Rd.  
Madison, Wisconsin 53711-5398  
Tel: 608 271-7884  
Fax: 608 271-3720  
E-mail: [office@safetyengineering.com](mailto:office@safetyengineering.com)

### Albert E. Klais, P.E.

#### Education

1970

Bachelor of Science in Civil Engineering from the University of Michigan - Ann Arbor

#### Engineering Specialty

Traffic Engineering and Accident Reconstruction

#### Experience

1983 to Present

##### **Safety Engineering Associates, Inc. - Madison**

Principal Engineer Specializes in performing traffic engineering analysis, railroad crossing analysis, accident reconstruction and determining the contribution of roadway defects to accident causation.

1978 to 1983

##### **Reid, Cool & Michalski, Inc. - Southfield, Michigan**

Transportation Engineer Oldest engineering consulting firm exclusively providing traffic engineering services in Michigan to governmental clients, private clients and numerous small clients.



## Safety Engineering Associates, Inc.

1970 to 1978

### Wisconsin Department of Transportation - Madison

Transportation Engineer Conducted urban and rural transportation studies.

- Major recommendations included specifying multi-million dollar short and long range roadway improvements.
- Recommendations adopted and implemented by City, County, State and Federal roadway agencies and units of government.
- Authored one of the principal papers in the Wisconsin DOT State Transportation Policy Plan.
- Conducted numerous small area studies specifying roadway improvements.
- Evaluated the impacts of alternative highway design criteria on the Wisconsin Long Range Highway Plan.
- Established the methodology used to determine alternative design levels of traffic for environmental impact statement analysis.

### Military

Formerly a detachment commander in an engineering battalion of the U.S. Army Reserve.

### Memberships/Societies

Registered Professional Engineer in Michigan and Wisconsin  
American Society of Civil Engineers  
Institute of Transportation Engineers  
American Society for Testing and Materials  
American Railway Engineering and Maintenance-of-Way Association



